

OPENING

THE US / MEXICO BORDER:

SYSTEMS AND SECURITY

PRINCIPAL CONSIDERATIONS

SAFETY AND SECURITY OF MEXICAN TRUCKS

MEXICAN TRUCK OPERATIONAL CONSIDERATIONS

CONCLUSIONS

Safety and Security of Mexican Trucks

Current U.S. - Mexico Border Practice

New Drayage Safety Requirements

Movement Past the Border in the U.S.

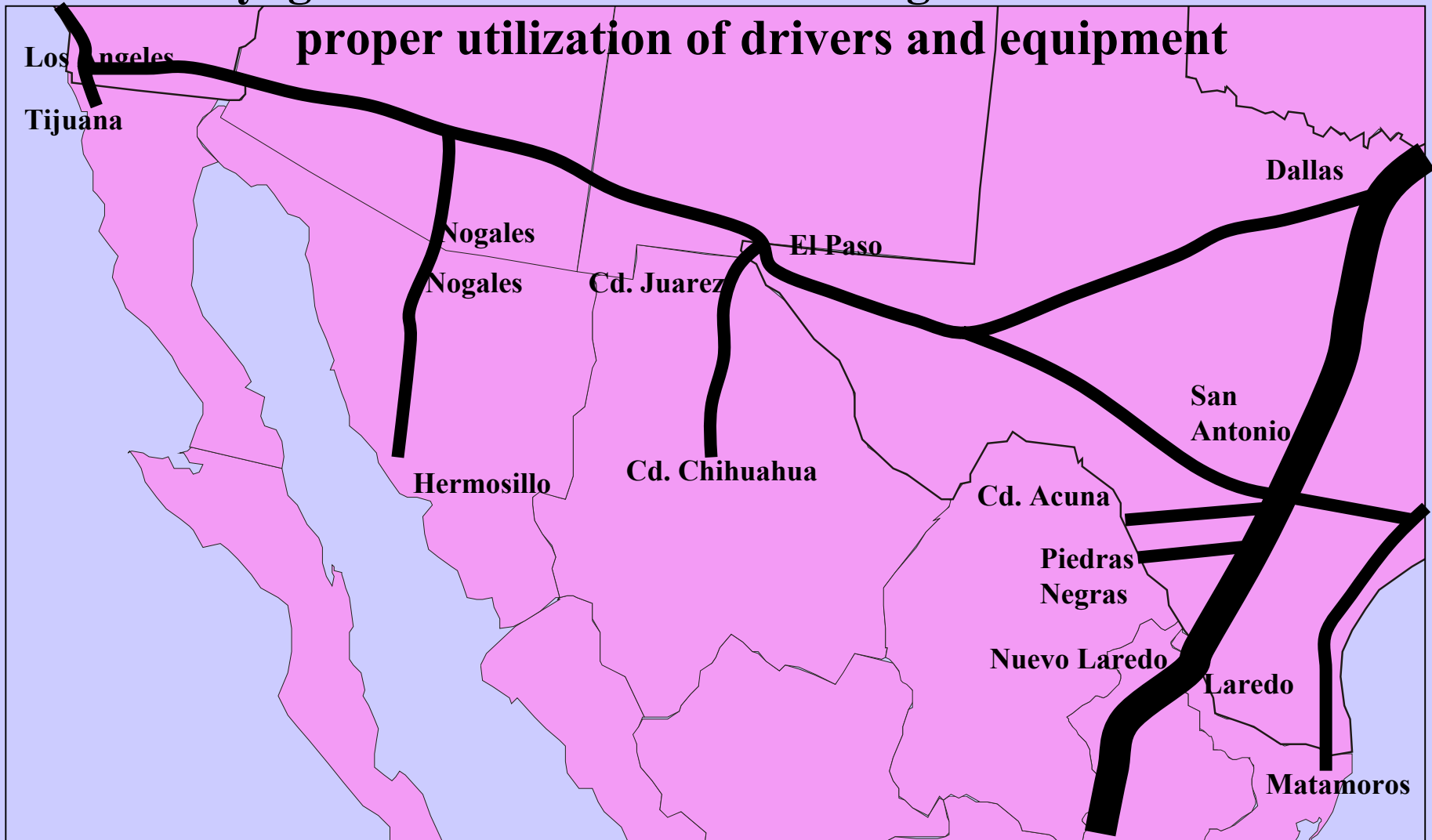
Ideal Safe and Secure Border Crossing

Safety and Security of Mexican Trucks

Current U.S. – Mexico Crossing Practice

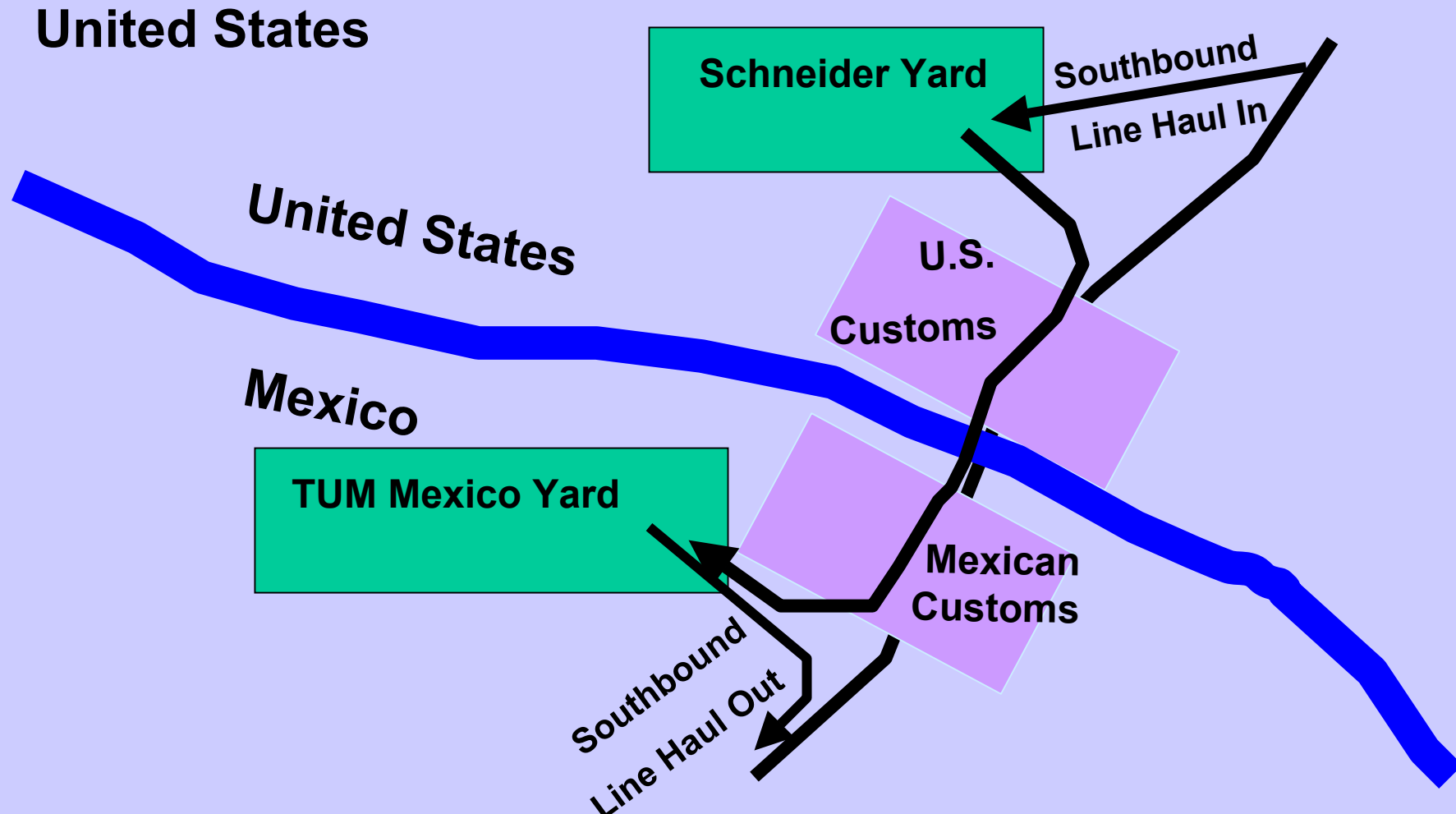
Current Practice Is To Exchange The Trailer At The Border

Drayage allows for efficient exchange of information and proper utilization of drivers and equipment



Truck and Trailer Movement At The Border

Electronic information is normally received by the transporters and customs brokers before the trailer arrives



Average Crossing Times – Laredo, Texas / Nuevo Laredo, Tamaulipas

Table 2 June - Sept, 2000 Laredo Bridge Average Daily Traffic and Crossing Times

	Bridge I	Bridge II	Columbia	World Trade
Average Daily Traffic				
Average Pedestrian Daily Traffic	11,062	NA	NA	NA
Average Auto Daily Traffic	5,921	14,955	210	NA
Average Heavy Commercial Daily Traffic	0	0	759	3,161
Average Southbound Traffic Crossing Time				
Average Pedestrian Crossing Time	8 min	NA	NA	NA
Average Auto Crossing Time	2 Min	2 Min	5 min	NA
Average Heavy Truck Crossing Time	NA	NA	1 Hr	1 Hr
Average Northbound Traffic Crossing Time				
Average Pedestrian Crossing Time	8 min	NA	NA	NA
Average Auto Crossing Time	20 Min	20 Min	5 min	NA
Average Heavy Truck Crossing Time	NA	NA	1 Hr	1 Hr

Safety and Security of Mexican Trucks

New Safety Requirements for Drayage Trucks

Safety and Security of Mexican Trucks

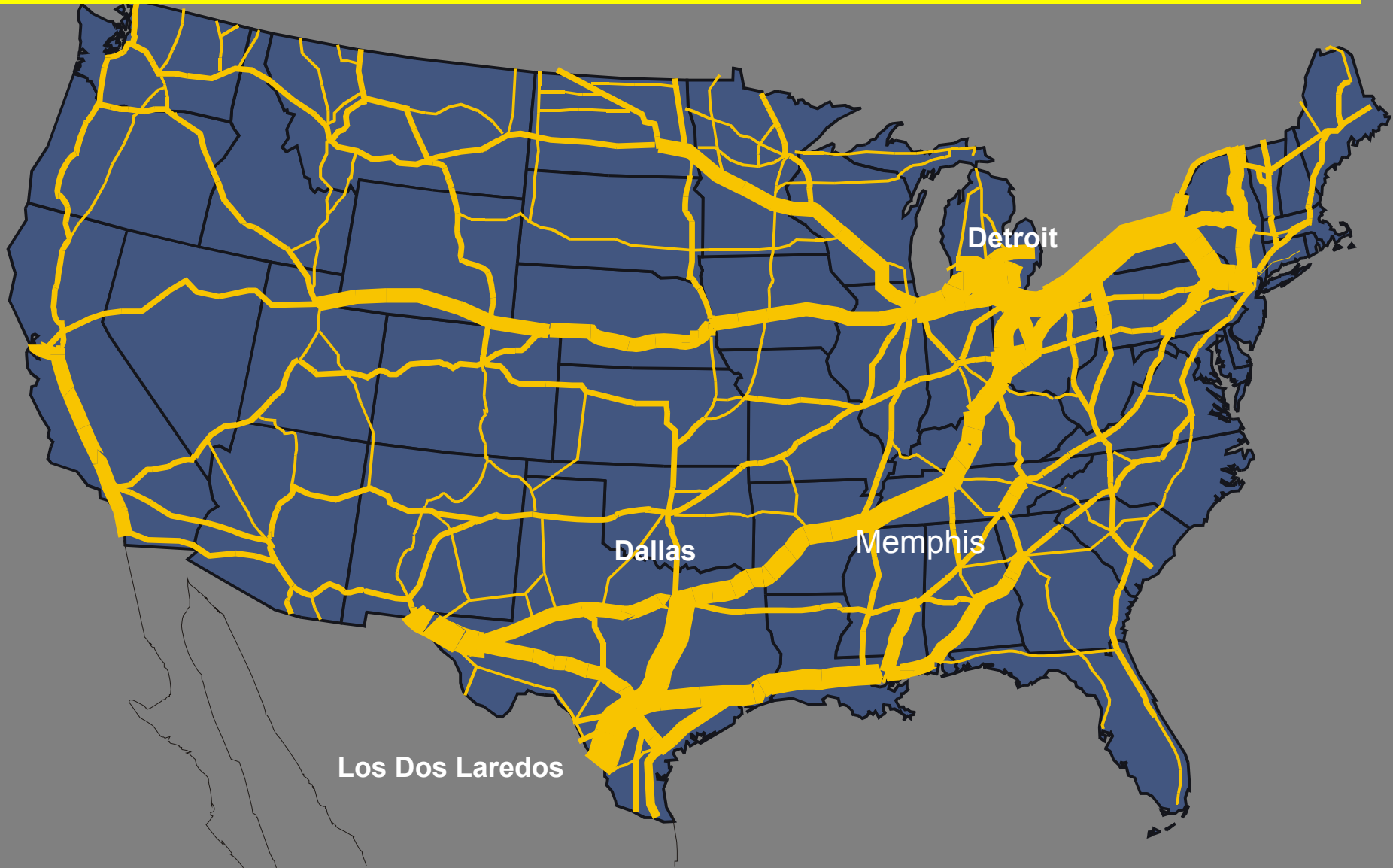
Movement Past the Border in the U.S.

Truck Movement Across The U.S. – Mexico Border Varies

Primarily to Maquiladora Factories Along the Border In
The West and Deep into Mexico at Laredo



•North American NAFTA Truck Highway Corridors



Safety and Security of Mexican Trucks

Ideal Safe and Secure Border Crossing

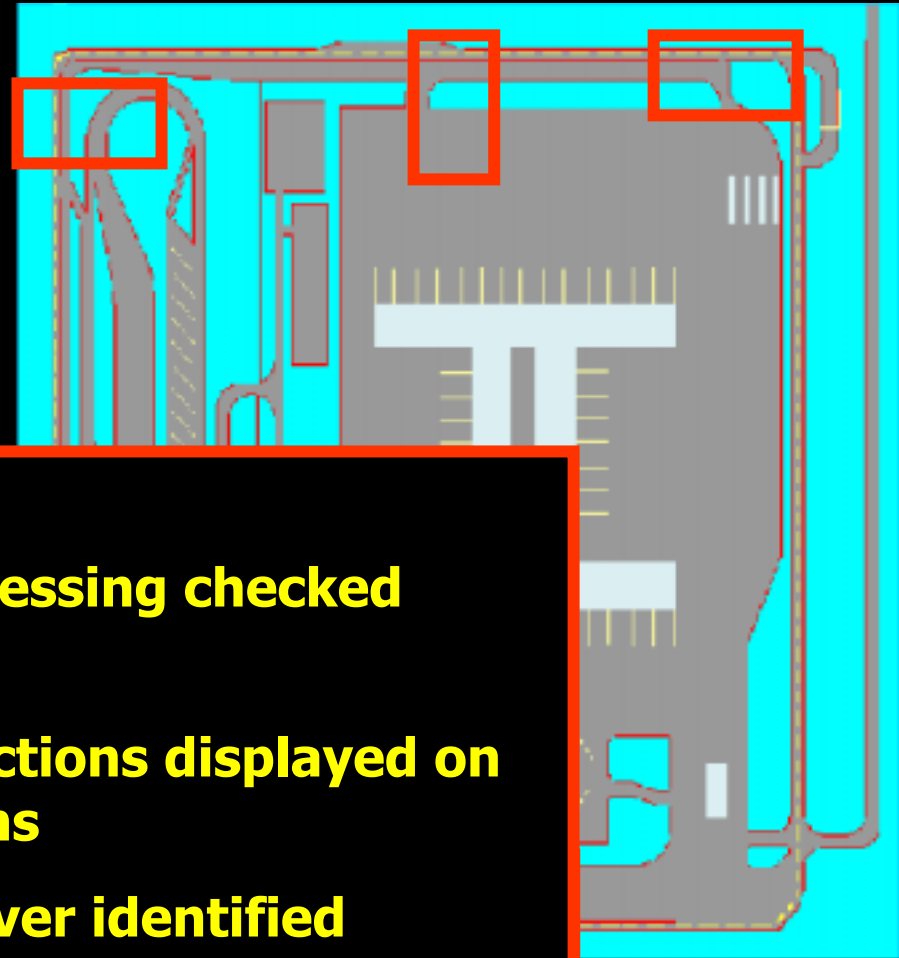
OUTREACH

- Peer group review and outreach
- USCS, INS, DPS
- Trade community and local officials:
El Paso, Laredo, McAllen, Brownsville
- FHWA, SCT, GSA, TxDOT, FMCSA
- Federal and State Mexican officials

The process includes seven locations for automated processing of eligible vehicles.

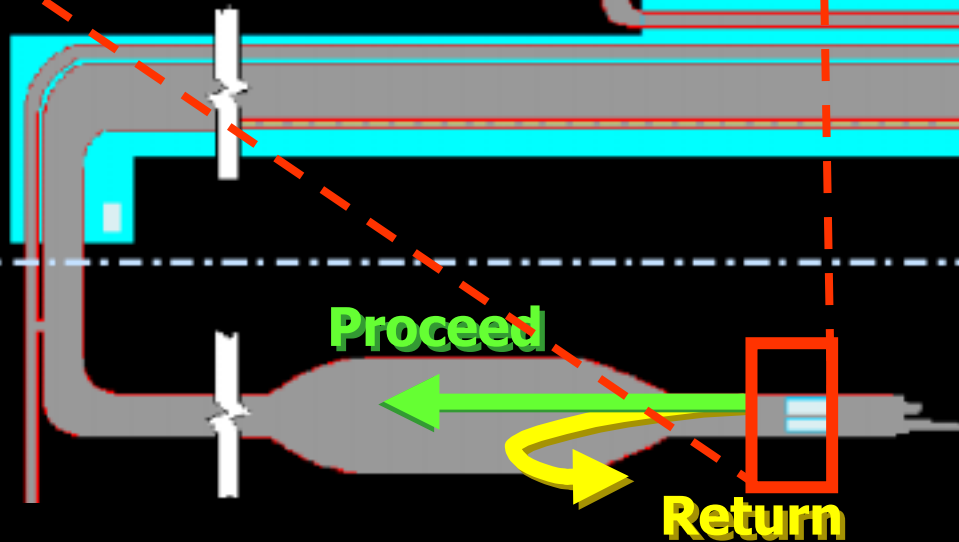
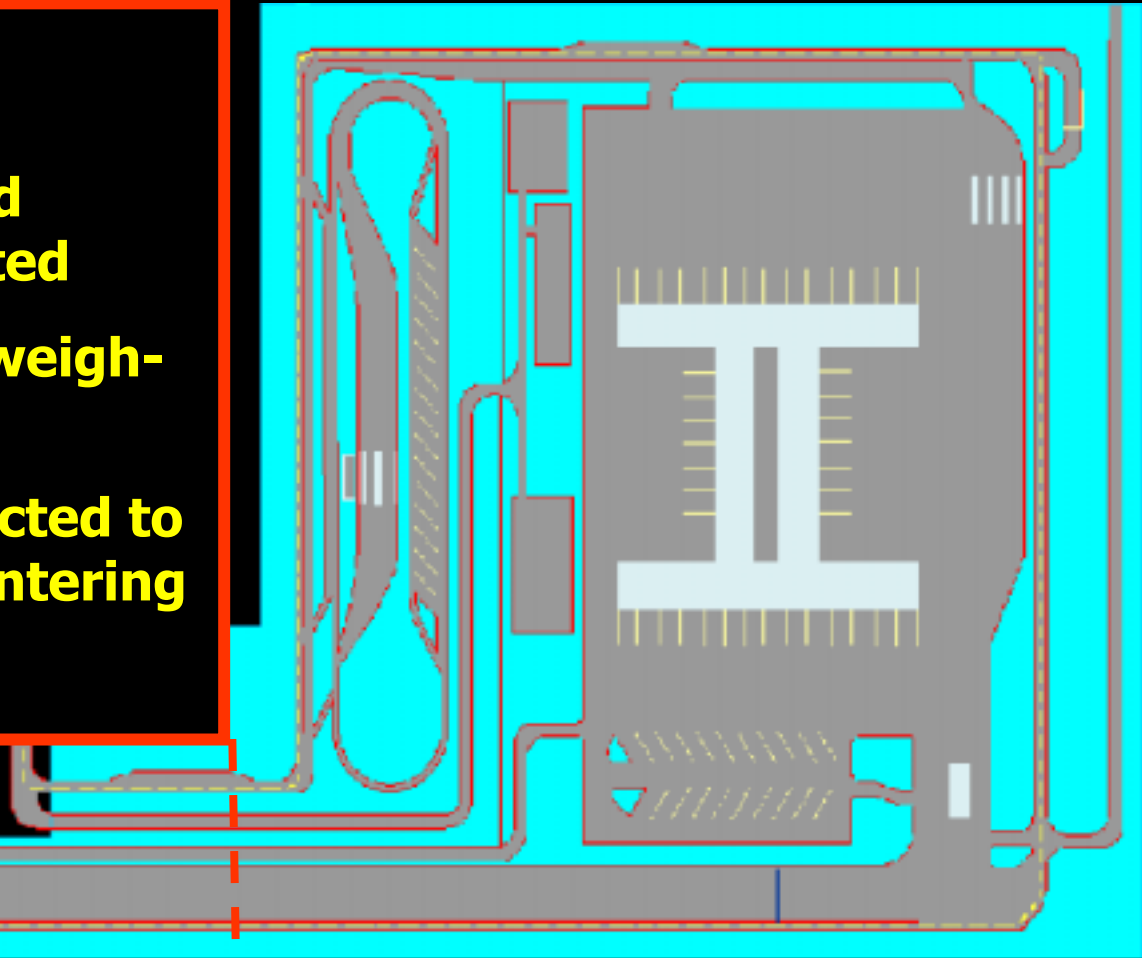
At each station three things happen...

- 1. status of processing checked electronically**
- 2. driver instructions displayed on roadside signs**
- 3. vehicle or driver identified electronically**



**U.S.A.
MEXICO**

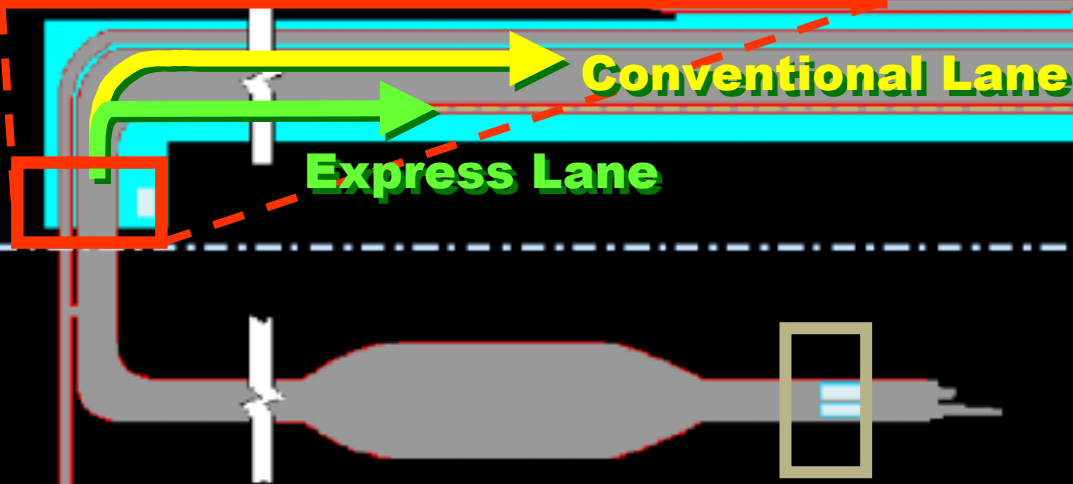
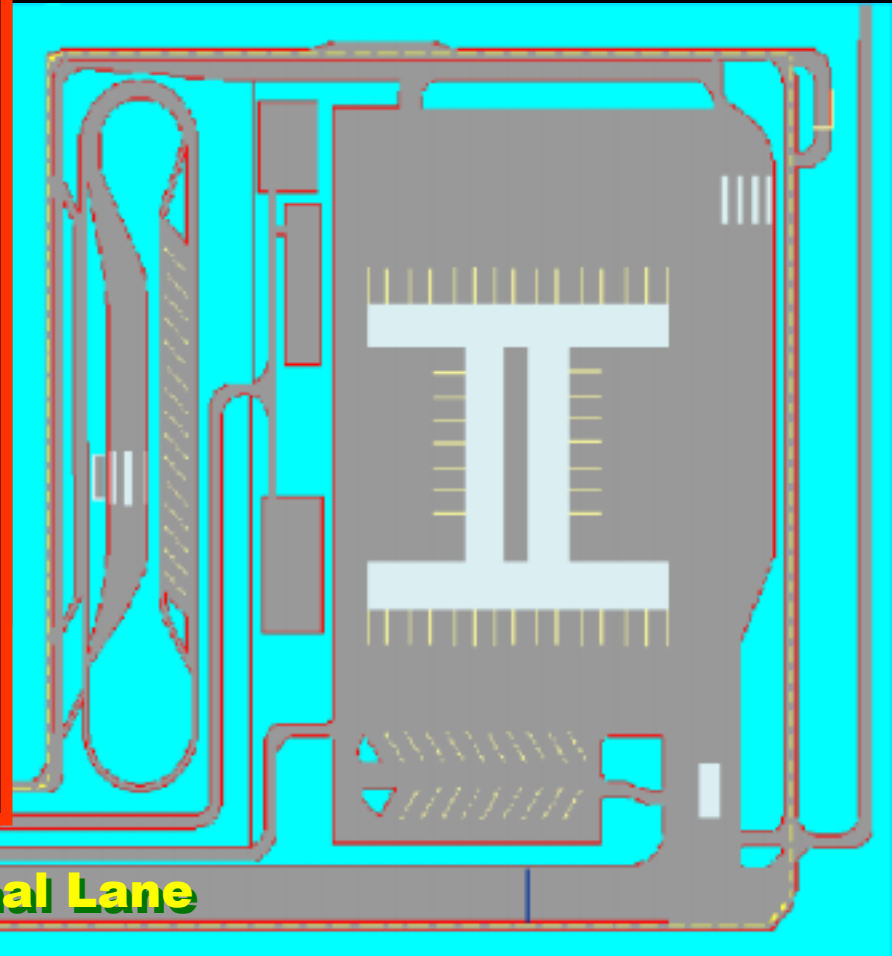
- Initial contact
- Vehicle identified and electronic file activated
- Vehicle weighed on weigh-in-motion scales
- If overweight, instructed to reduce load before entering U.S.



U.S.A.
MEXICO

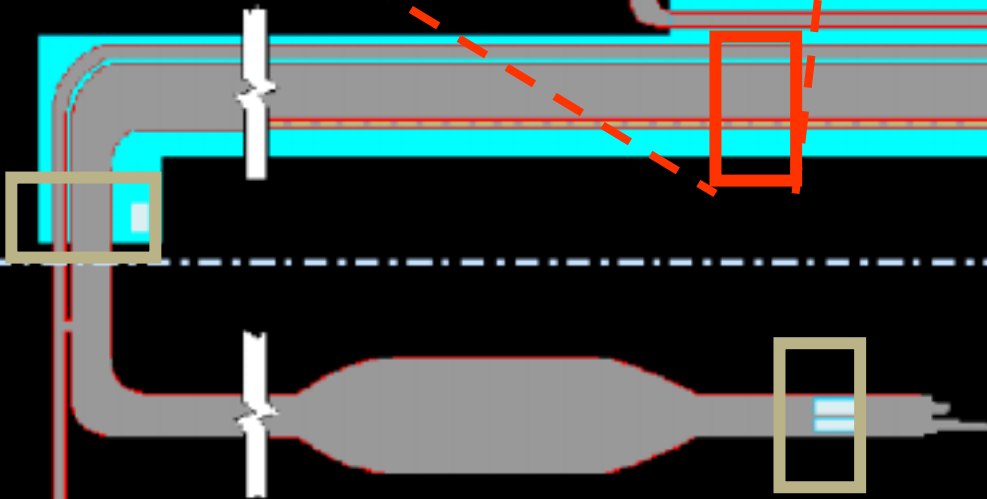
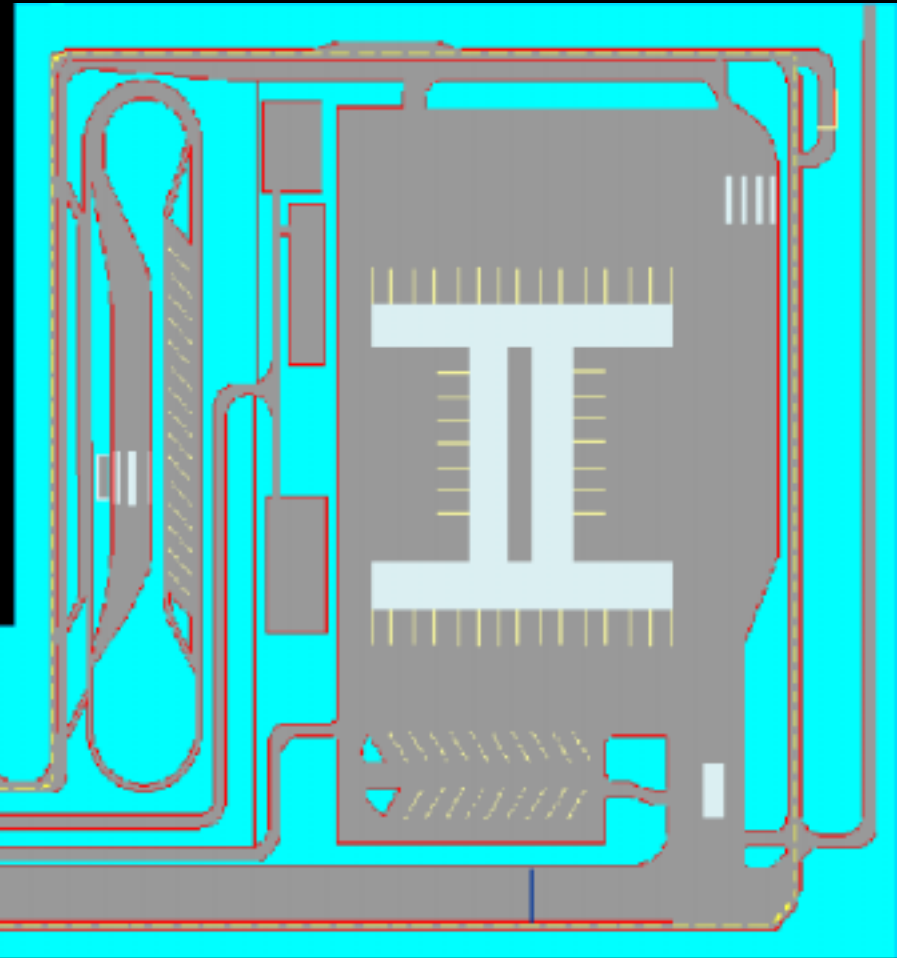


- Roadside electronic equipment determines whether vehicle has correct on-board transponders to use express lane
- If not, vehicle instructed to use conventional inspection lanes
- Visual inspection performed for road-worthiness conditions



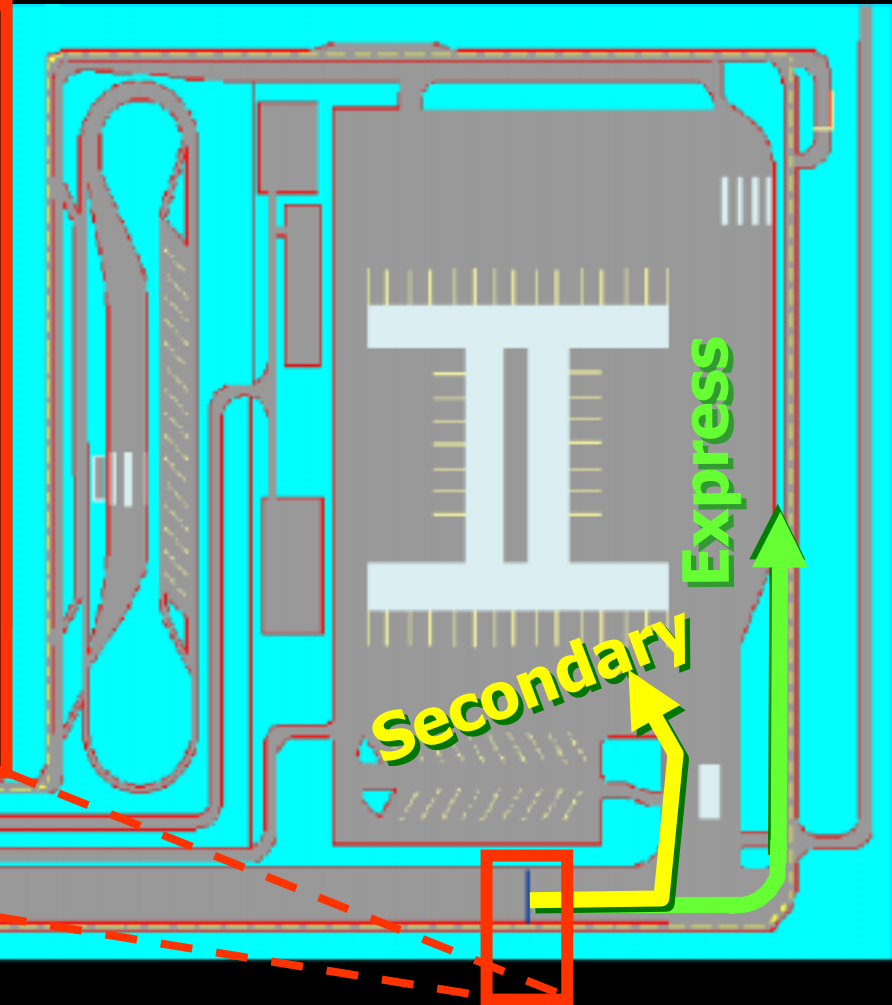
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- **Driver status checked via video to confirm identity and immigration status**
- **Any irregularities will be addressed at following stop**



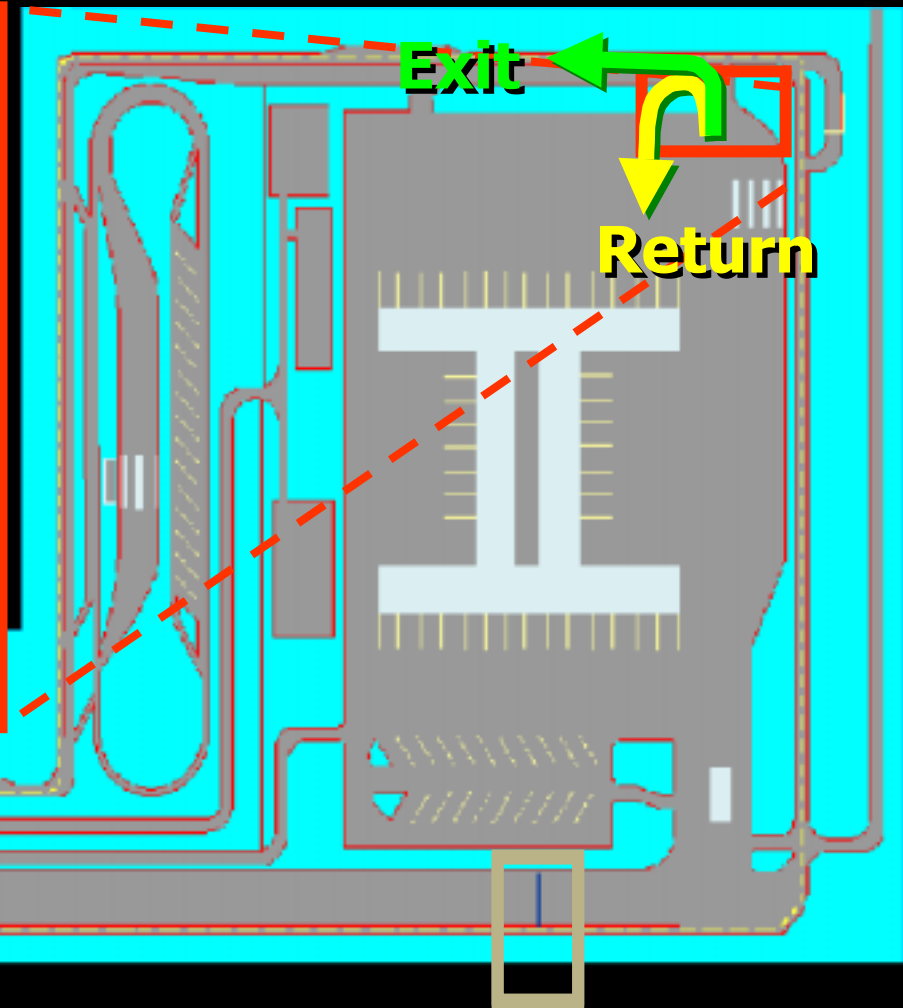
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- Equivalent to primary inspection in current process
- Any irregularities or random selection will result in secondary, detailed inspection for driver, tractor, trailer or cargo
- Otherwise, vehicle instructed to use express lane



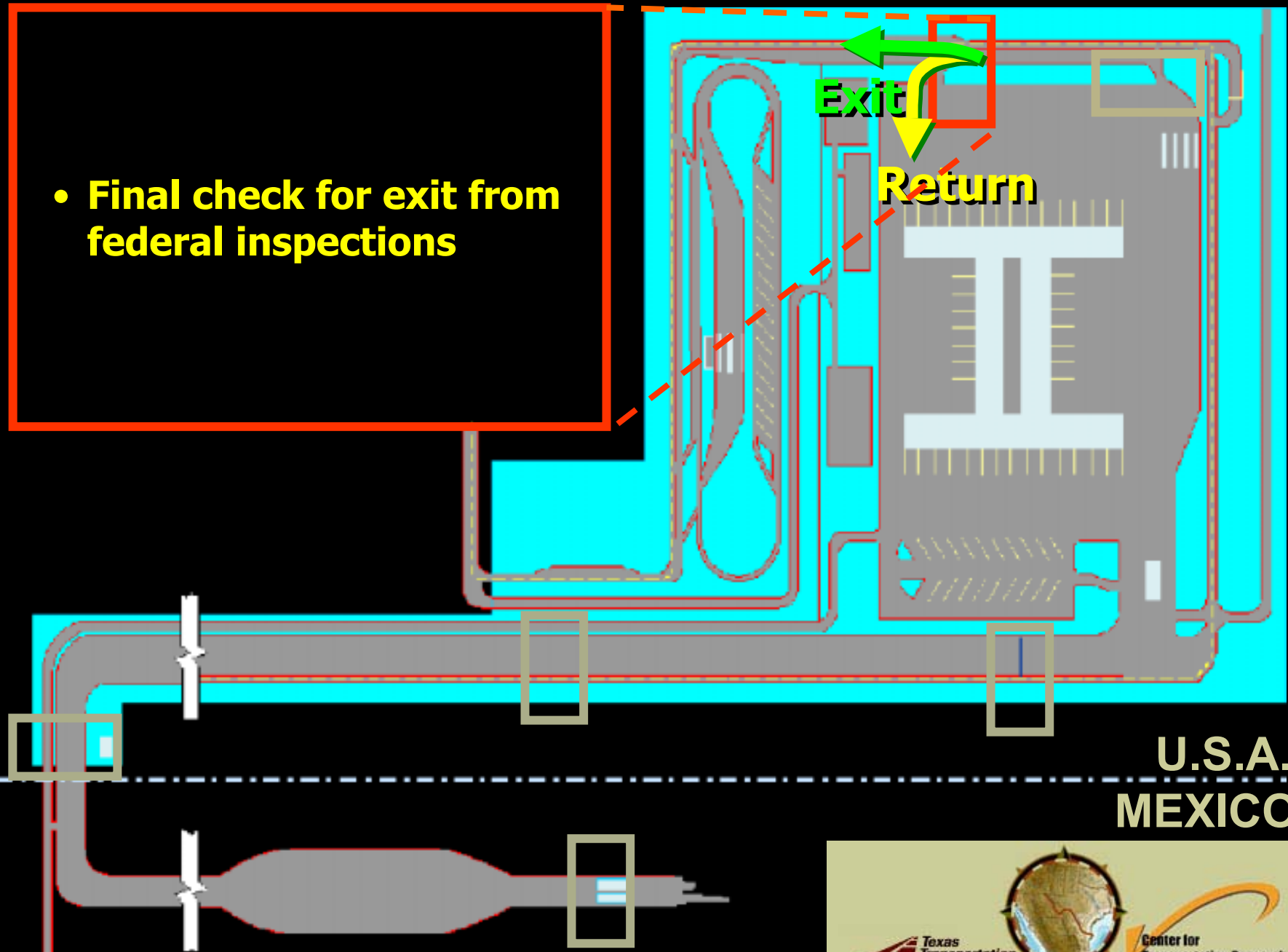
U.S.A.
MEXICO

- Upon exiting the secondary area, status of all inspections is checked electronically.
- If not clear to exit, vehicle is instructed to return for further processing.



U.S.A.
MEXICO

- Final check for exit from federal inspections



U.S.A.
MEXICO

- **Vehicle safety inspection**
- **Vehicle, trailer, driver files checked for irregularities, completeness, or expirations**
- **Inspection / processing required for vehicles not meeting weight, certification, or safety requirements**

Exit

**Safety
Inspection**

**U.S.A.
MEXICO**

Prototype Border Crossing

Vehicle
safety

Visual safety
inspection,
transponder

Exit

Exit

Exit

Return

Return

Secondary

Bypass

Driver

Primary

U.S.A.
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Weight



BENEFITS

- Reduces northbound delay
- Accommodates safety inspections
- Simplifies data exchange
- Provides future flexibility
- Uses technology to increase capacity
- Productivity reduces staffing needs

CONCLUSIONS

- **Model border crossing is feasible**
- **Technology is available**
- **Vehicle safety inspection is feasible**
- **Suitable to future border crossings**
- **Institutional and binational arrangements needed**
- **Applicable to entire southern border**

NEXT STEPS

...draft prototype will be used by the Texas Department of Transportation and the Texas Secretary of State to advise the Texas Legislature on future border crossing policy and direction.

OPERATIONAL CONSIDERATIONS

NAFTA Backhaul Limitations

Language and Culture

Differential Trucking Practices

Insurance

Fuel and Mechanical

OPERATIONAL CONSIDERATIONS

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Fuel and Mechanical

DRAYAGE OPERATIONAL CONSIDERATIONS

**NAFTA Backhaul Limits International Hauls
Language and Cultural Practices Limit Deep
Cross-Border Operations**

**Differential Trucking Practices Make it
Difficult to Continue through Customs
when Reaching the Border**

**Insurance Liability Limits Use of U.S. Drivers
and Equipment in Mexico**

**Fuel and Mechanical Considerations Favor
Continued Drayage for Long Hauls
Across Los Dos Laredos**

CONCLUSIONS

- **Differential crossing conventions will end**
- **Uniform crossing regulations will be enforced for the first time**
- **Many current dray trucks will be replaced to meet the new published safety requirements**

SUMMARY

**Through the use of technology the U.S.
– Mexico border will be the safest and
most secure truck and rail crossing**

**Initially drayage patterns will remain
relatively unchanged**

For more information...

about the prototype development, contact:

Rob Harrison

Center for Transportation Research, UT-Austin
(512) 232-3113, harrison@mail.utexas.edu, or

John McCray

University of Texas at San Antonio
(210) 458-5384, jmccray@utsa.edu